





**THE HORSE FAIR POSTPONED.**—In consequence of the backwardness of the season and the unusually large stock now on hand, the Board of Trade, the directory have determined to postpone the exhibition of horses until the 10th day of June. Last of maps and premiums can be had at this office. A sale at auction of all kinds of stock will take place on Friday after the fair.

24 MARCH

**17 Falls City Council will meet to-night at Eureka Hall.** A general attendance of the members of the order is requested. Speeches are expected to be made.

**25 See advertisement of constables sales to-day at 10 o'clock at the Harrisburg Hotel.**

**18 The Kentucky Mechanics' Institute held a meeting to-night to determine upon a plan for the exhibition of stock and to joint stock association. This is probably the most important step yet attempted by the Institute, and one in which every member is interested.**

The Institute started but three short years ago, with only some hundred and twenty members, and now numbers nine hundred and fifty. They took charge of the Louisville Library, which is now the largest in the state, and readers, taking from the shelves not over seven books during a period of over three months, and now have the library circulating among about seven hundred constant readers, who take out of the library sixteen hundred books per month, or nearly two thousand per year. The Institute has thus far been compelled to be satisfied with temporary accommodations, which have been difficult to maintain, and which have a large part of the general income. With permanent library and exhibition rooms, with lecture and class rooms under their own control, the Institute will add much to its attractiveness, and will have increased facilities for benefiting the mechanical and manufacturing community. For the accomplishment of these objects, viz: a permanent exhibition, improved revenue, and consequently increased facilities for the manufacturing and educational institutions, the Institute proposes to issue stock and to appropriate a lot, erecting thereon suitable buildings, and providing all the different departments of organization with the accommodations they so much need.

The plan should be carefully considered, and when once adopted should be put in immediate execution.

**PROFESSOR YANDELL'S PHYSIOLOGICAL LECTURES.**—We had the pleasure, last Thursday evening, of attending the second of the series of lectures, and were greatly disappointed in seeing so large and intelligent an audience. Considering the number of students in the winter in popular lectures upon a great variety of topics, it must be very gratifying to Prof. Yandell to find himself able, at the close of the season, to draw together so many attentive listeners. The subject of the lecture was the circulation of the blood. After premising with some account of the process of digestion—the conversion of the food into chyle—it is shown that the chyle is absorbed into the blood, passing through the blood, he proceeded to the circulation of the organs concerned in the distribution. The heart and blood vessels, not only of man but of several of the lower orders of animals, were illustrated by specimen models and drawings taken from the extensive collection belonging to the University Medical College Museum. The composition of the blood was then considered, and the various experiments shown by demonstrations and beautiful drawings. These demonstrations were followed by an explanation of the mode of working of this wonderful mechanism, and the lecture was concluded by a succinct review of the leading objects of this great function of life. That the lecture was one of much interest was clearly manifest in the marked attention paid by the audience during the hour occupied by its delivery.

We learn that Prof. Yandell has been requested to repeat his lecture on digestion and that he has consented to do so on some evening of this week.

The third lecture of the course, embracing the function of Respiration, will be given this evening, in the session room of the Chestnut Hill Methodist Church, and we are confident that all who are interested in the study of the construction of their own bodies, how they live and have their being, may pass an hour not only profitably but very agreeably in listening to the lecture. The hour is 7 o'clock.

**17 Mr. Spencer requested us to say that plots of the thirty-one lots he had sold at his section, No. 520 Main street, "We do not presume that there is to be found in our city lots more advantageously or desirably located than these for private residences, and, from the indications of a heavy advance in real estate, we infer that those who buy early will reap a rich reward in the increase of value."**

**18 City and country buyers will recall that Messrs. S. C. Henry & Co. commence their first large staple of fancy dry goods, a large retail stock of dry goods, men's calf boots and traveling bags, with a splendid line of 300 pieces medev and extra four pieces silk handkerchiefs, that morning, old rags, &c., and other articles advertised. We call the attention of our city and country dealers to this sale.**

**19 The purchase of vacant property on Main street, between Bullock's and Fifth, was made by Mr. J. W. Biddle & Co., and intended, as soon as the necessary preliminary steps can be taken, as an investment for the hours of the late Oscar Wilder, deceased. During the spring and summer, first-class stores will be erected for the purposes of rent.**

**20 We are requested to announce that there will be a meeting of Lafayette Lodge No. 6, Order of Western Lights, at the Washington engine-house, on Thursday evening, 27th inst., at 7 o'clock. An address will be delivered by C. T. Taylor, Esq. The superior attainments and accomplishments of Mr. T. are a speaker and a full attendance of the members.**

**21 Land in Illinois.—We invite the attention of all interested to the advertisement of F. Purcell, Land Agent at Edwardsville, in Illinois. Having known Mr. Purcell intimately for twenty years, we take pleasure in saying, that, in fidelity, intelligence, and promptitude as a land agent, he can have no superior in the United States. All who consider their business to him may rely upon his doing well and done quickly.**

**22 Sixty-story brick dwelling houses and lots, on the corner of Chestnut and Eleventh streets, were sold for the sum of \$1,000,000, at a public auction, on the 17th instant, at 10 o'clock, on the premises, by Mr. Sam'l Dyan. Either of the houses is well suited to a person of moderate means, the neighborhood is healthy and unexceptionable, and the terms are liberal. Speculators might make it advantageous to be come purchasers, as this property is increasing in value and always commands respective terms at paying prices.**

**23 ARKANSAS LAND FOR SALE.—We invite attention to the tract of land, located in St. Francis county, Ark., advertised in our columns. Those who wish to make a profitable investment should make immediate application.**

**24 NEW YORK.—The attention of teachers is solicited to a new work published by Phillips, Sampson, & Co., of Boston, entitled "Sprague's Natural Philosophy." See advertisement.**

**25 At a meeting of the committee appointed to consider the matter of the non-enforcement of the resolutions passed at a previous meeting of the citizens of Jefferson county, at the school-house six miles from the city of Louisville, on the Barbours road, the following resolution was passed by said committee:**

**Resolved, That the citizens of the neighborhood and county be requested to agree at said meeting to meet at Barbours road, at 12 o'clock M., of said day, to take into consideration other matters of importance.**

**26 JAMES E. BRISCOE, Chm. Com.**

**27 MISSOURI.—We learn from the Missouri Legislature that the sum of \$200,000 annually to the State University, and to the Chancellors, is to be added to the New Orleans, Jackson, and Great Northern Railroad, the Central Railroad, the Mississippi and Tennessee Railroad, and the Mobile and Ohio Railroad. The Missourian says that "this sum now amounts to \$200,000, and the bill will provide that it shall be loaned equally among the roads until the sum of \$400,000 is paid into the treasury on account of said fund."**

## RIVER AND STEAMBOAT MATTERS.

## BY TELEGRAPH.

From the Evening Bulletin.  
THIRTY-FOURTH CONGRESS—FIRST SESSION.  
Monday's Proceedings.

WEDNESDAY, March 21.

**State.**—Mr. Seward, in his resolution, which was adopted, requesting the resolution to communicate to the Senate all the information in his possession, relative to the revolutionary movements in Europe, and the seizure of the Trans-Continent's property.

On motion of Mr. Seward, the Library Committee, which had been appointed to consider the question of the recognition of the empire of some, legislative recognition of the entire services of the expedition under Dr. Kane in the Arctic regions.

Mr. Muller, of New York, moved to adjourn the session.

Mr. Muller spoke in favor of the passage of a bill to prohibit the importation of slaves.

The Antelope and the Empire also leave for New Orleans to-day.

The steamer *Albion* is at the packet for Louis-to-day. We are indebted to Mr. Muller for this information.

The *Rainbow* leaves for Henderson this evening, the William Garrison starts on her first trip to Memphis as a regular packet in that trade, and the *Harrison*, *Bridges* leaves for Green river.

Among the passengers in the *Eclipse* was Mr. Hackett, the great comedian. He is at the Gulf House.

Mr. A. Robinson, the astute clever clerk of the W. A. Frates, has our thanks for a copy of the manuscript.

The steamer *Virginia* has returned to New Orleans.

The R. J. Ward, on her late trip, met with several mishaps.

The *Passenger* leaves for New York on her first trip, and the *Garrison* starts on her first trip to Memphis as a regular packet in that trade, and the *Harrison*, *Bridges* leaves for Green river.

The ship *John Rutledge*, from Liverpool, for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The passengers and crew took to boats. One of these boats which had contained 13 men, was lost, and the crew were all lost.

The *John Rutledge* had 12 passengers, and 25 crew. She was a cargo of \$75,000.

She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25 crew. She had a cargo of 80 tons merchandise which was probably insured in Europe.

The ship *John Rutledge* is at the packet for New York, with the passengers to the 16th of January, on the 18th of February ran into ice and became fast, and was unable to move for two days.

The *John Rutledge* had 12 passengers, and 25

